

The National *Falcon* News



Don Rogers
Hartford City, Indiana

1963 1/2 Falcon Futura
Convertible 260 V8

FEBRUARY 2007

Don Rogers of Hartford City, Indiana sent these photos of his Falcon; it was "love at first sight."

Even though it's February and not exactly convertible weather most places, Don's lovely summertime photo of his Falcon in a meadow contrasts nicely with the actual winter scene of the Editor's Falcon on the back cover. Fantasy and Reality combine in this issue.

See more great photos of Don's Falcon and read his Falcon story beginning on page 8.

Do you think your Falcon should be on the cover? Send photos to the Editor at the address on page 3.

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for international members, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **National Falcon News** is published monthly with information submitted by members. **All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: wccrosby62@sbcglobal.net.

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Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter
Phoenix, AZ
2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter
Louisville, KY
2nd Sat. each month at 4:30
PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter
South Carolina
3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter
Austin, TX
3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter
Charlotte, NC
1st Mon.—7 PM
Fire Mountain Rest.,
Concord Mills Blvd
off I-85
(704) 735-5077

Central California
Falcon
Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
661-587-8539

Fresno, CA
3rd Thursday at Applebee's in
Clovis, 98 Shaw Ave. 7:00 PM
559-322-0108

Early Falcon Car Club
of Victoria, Inc.
Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
Arkansas
2nd Sat - monthly
(501) 605-1370

Gateway Chapter
St. Louis, MO
4th Sun.—monthly
(636) 946-6047

Golden Gate Chapter
San Francisco, CA
2nd Sat.—Odd Months
(408) 293-5848

Great Lakes Chapter
Michigan
3rd Sun.—bimonthly
(517) 849-7156

Hoosier Chapter
Indiana
1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter
Detroit, MI
1st Sun.—bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter
Kansas City
1st Fri.—monthly
(913) 592-3571

Mile Hi Chapter
Denver, CO
3rd Fri.—monthly
(303) 857-9360

Music City Chapter
Nashville, TN
Monthly Meetings
Call for dates/locations
(615) 452-0321

NE Texas Chapter
Gladedwater, TX
2nd Sat. monthly
(903) 759-6850

Northland Chapter
Minneapolis, MN
2nd Sat odd months
(763)-420-3050

River City Chapter
Sacramento, CA
2nd Tue.—monthly
(916) 725-4110

So-Cal Falcons
Burbank, CA
2nd Saturday—bimonthly
(818) 845-9725

Sooner Falcons
Oklahoma City
3rd Sat.—monthly
(405) 205-3497

Sonoma County
Santa Rosa, CA
1st Thurs.—monthly
(707) 539-2860

Southeast Chapter
Georgia
1st Sun.—monthly
(770) 887-6268

Space City Chapter
Houston, TX
2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(281) 265-3301

Virginia Falcons
Richmond, VA
2nd Sun. even months
(804) 739-1615

Wheat State Chapter
Wichita, KS
1st Sat. even months
(316) 838-7487

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Presidents Message

As we move into 2007, with the holiday activities completed, we can focus on the approaching car show/swap meet season. As you attend these events around the country, remember to have your "Did You Know There is a Falcon Club of America?" cards ready to hand out to prospective FCA members. A great way to attract new members is by attending open car shows with your Falcon and, when possible, attend these events with your local Chapter members. Groups of Falcons displayed together always attract attention of attendees with comments and questions. Some of the most common comments are, "I once owned a Falcon just like yours" and "My parents owned a Falcon." This would be a great time to introduce them to the Falcon Club of America and show them a copy of our award winning National Falcon News. Contact Wendy to get some copies.

February is a great time to send in your registration for the 28th National Falcon Convention hosted by the Northland Chapter. The members of the Northland Chapter are working very hard to have everything in place to insure the Falcons Flying North will enjoy this memorable event.

Be sure to remember that special person on February 14, Valentines Day.

Chuck and Carolyn

Upcoming Features: New FCA Members Board Members' Falcons

NEW MEMBERS: As a continuing effort to showcase new FCA members and their Falcons, we are calling for photos and stories from new FCA members to be featured in future issues of *The National Falcon News*. If you have recently (within a year) joined the FCA, please send your stories and photos to the Editor at the address on page 3. Please indicate on the material that this is a new member feature.

See new member Greg Rea's unique Falcon Quest on page 14 of this issue.

Not-so-new members: we want to see your Falcons too, so send 'em in!

BOARD MEMBERS: Check out Board Member Bob Passino's Falcons in the article in this issue beginning on page 4. Bob has been involved in the Falcon Club for many years and his car(s) are always special. Only four more months are left to receive a feature story on each of the other Board members and their Falcon(s).

Frank Bell, Cliff McKay, Kent Whisenand and Mark Sword: we want to see your our Board members' cars in *The National Falcon News*!

-Editor

Board Member Bob Passino's history with Falcons goes back to March of 1964, when he took delivery of a new 1964 Falcon two door hardtop. It had a 260 V8 with "three on the tree." The Falcon was special ordered with Guardsman Blue paint and black vinyl interior. Bob and his wife, Matty, of Henrietta, New York, kept this Falcon for four years, then traded it in on a new Fairlane wagon since they needed a bigger car.

In 1981, they bought a "real rough" 1963 Falcon Sprint hardtop and began a five year restoration project. In 1986, they drove it to the Appleton, Wisconsin National Meet. It was their first National Meet and they placed First in their class. Bob kept that car for 13 years.

Then in 1990, they acquired their 1965 Falcon station wagon and completely rebuilt it with a "body transplant." The wagon was "quite forlorn, having sat in a garage in the rust ravaged Northeast for 25 years." When Bob first saw the wagon, he viewed it as a parts car, a donor of pieces for other peoples' restoration projects.

They made the deal and took the wagon home to New York. Before that, however, they heard the entire history of the wagon and the many memories it had provided for the previous owners who were the niece and nephew of Emma Emily Audevert. Ms. Audevert had purchased the wagon in July of 1965 from a Ford dealer in Catskill, New York. The little car served Emma until she passed away, then was taken to Connecticut, where the niece and nephew drove her for eight years. The total mileage in 25 years was 49,000 miles.

When Bob began to dismantle the car in 1991, "I found terminal rust. There was nothing left to work on, no floor worth saving, no firewall, no cowl and no core



First Falcon, 1964 Futura. Summer of 1965 at Cayuga Lake State Park in New York.



"Elizabeth" at the Erie Canal & Ontario Regional in September 2006

MISSION:
TO PRESERVE
THE FALCON AUTOMOBILE

BOARD MEMBER FALCON



1963 Sorint, finished in June 1986, right after 1986 National Meet.



1965 Sprint as purchased in 2006



1964 Futura during reassembly in 2003

support." Bob thought the car was beyond repair, but one last chance remained. If he could find a donor body, "Elizabeth" could be salvaged into a good, usable Falcon.

Bob contacted Roy Sword, FCA Founder, and he turned to Jim Throgmorton, who indicated that a body was available, a rolling chassis. Maybe it was a project gone awry, maybe someone lost interest, "Who knows?"

After the 1991 National Meet in Oklahoma, Bob and Matty stopped at Jim and Ruby's in Arkansas, where they got Elizabeth's new body. He put it back together using the original engine, transmission, seats, wiring; everything that was needed to reconstruct the wagon. Elizabeth is a living example of the mission of the FCA: preserving the Falcon automobile.

But Bob's love for Falcons doesn't stop there. In 2003, he bought a 1964 convertible "in pieces." He put it back together and sold it in 2006. In July of 2006, he bought a 1965 Sprint hardtop that was in need of a new home. Bob says "this car is a driver. I'm not sure what I'm going to do with it yet, but it is usable as is and is a fun car to drive. We'll keep it for a while."

As you can see, Bob has been very active in the Falcon Club of America for over 25 years. He served as Head Tech Advisor for 12 years and is completing his fifth year as a Board Member.

Bob and Matty are active in the Erie Canal Chapter, their home chapter, and they also are members of the Ontario Chapter in Canada.

Bob concludes, "This club is one of the best groups of people I've ever met. Regional and National events are just like old home week."

Look for Bob at the next National or Regional you attend. You never know what Falcon he will be driving!

Classified Advertising

Falcons For Sale

1964 Deluxe Ranchero; 260 V8, 3 speed stick shift. Rebuilt motor, transmission, clutch, radiator, new interior, brakes, tires and more. It's a great driver and needs only paint to be an excellent truck. \$3995. Lenny Kellogg, 970-593-1964 or email me at lenkellogg@lpbroadband.net. CO.

1965 Falcon Sedan Delivery, V8, rolling chassis. Rust abounds, buildable. Title pending. Have extra used sheet metal parts. \$2000 OBO. George, 817-457-6410 TX.

1965 Ranchero S.E. Bad rust, no interior. 6 cyl. stick, good dash plastic, hood and front fenders. Does not run. Chrome trim except driver's door. Jim, 713-645-1218, home after 3PM, CST. Cell: 713-306-2843. Houston, TX.

1965 Falcon Sprint. Two door automatic with power steering, 289 V8 and white exterior.

Interior is sharp with new upholstery. \$6,300. OBO. Please contact for additional photographs or information. Roberto Moran, 210-408-6621 or morannaredo@yahoo.com. TX.

1968 Falcon, 2 door sedan, 170 cid, 6 cyl., 3 speed, 33610+ original miles, second owner. Interior excellent, runs and looks great! \$5000. OBO. Contact Lee Ridge at 419-929-1431. New London, OH.

Parts Wanted

Carburetors-part # on air horn C8OF-AB & C8OF-AA. FE distributors; part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln., St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Parts For Sale

1960-65 good used parts. Hoods, \$75-\$100. Fenders \$75-\$100. Tailgates \$65. Also mechanical parts. George, 817-457-6410. TX.

1963 Falcon parts for sale: 1-1963 Falcon radio, works \$65. 1-Convertible adjusting rod to trunk \$35. 3-Aluminum trim piece around speedometer \$30. ea. 6-Plain tail light lenses \$7. ea. Tom Maslanka, 860-583-6359. CT.

30 year collection 1960-65 Falcon used parts. Retired. Jim, 713-645-1218, home after 3PM, CST. Cell: 713-306-2843. Houston, TX.

For sale: NOS manual transmission. Flywheel for 1963 Falcon, part # c3oz 6375e, still in the box \$75. All 4 doors for a 1963 falcon 4 door, blue exterior & blue door panels, chrome around top of windows. all \$100. Bob Malone, 800 W. 6th St. Chadron, NE 69337. 308-432-5108 or pestsgo@gpcom.net.

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xcnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
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Fax: 770-761-5777

1963 Falcon NOS: V8 arm and bushing \$175; 6 cylinder exhaust manifold \$170; hood hinges, do not take springs, \$50 pair; temperature cable \$30; License light lens \$20; fuel gauge \$75; temperature gauge \$75; quarter molding Futura \$135. ea.; door molding Futura \$100 ea. Many more. Frank G. Stewart, 440-282-6277. OH.

1968 302 equipped with a Holley 0-80457 600cfm 4V carb. and Edelbrock Performer intake \$500. 1968 302 4V stroked to 347: Eagle rotating assembly, Holley, Edelbrock, MSD, ARP main & head studs, roller rockers

and stud girdles \$4,800. Many more parts available. Keith Litteken 314-351-1789 or kslitteken@aol.com. MO.

Warty's Falcon Parts, LLC, your Falcon cooling system specialist. Come see us at www.wartysfalconparts.com or call us at 301-349-2666. Mike Garrett, MD

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135.00. Specify engine size and year. Bands \$45.00 each exchange, adjustable modulator \$15.00. Bushings, washers, pumps and miscellaneous hard parts available. Kits,

bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 evenings. www.autotran.us.

1964-65 5 bolt 289 cu. in. long block, factory 4-V intake manifold and valve covers. All crankshaft bearing surfaces and cylinder walls look good. Block casting # C40E6015C. \$300. Gene Heid, 419-562-4594. OH

Chrome (Round) master cylinder cap 1960-65 \$10. Chrome heater knob set 1964-65 \$8. Chrome heater control plate 1964-65 \$9. Newly upholstered Sun Visors (Brown) 1964-65 Ranchero \$30. Sun Visor brackets and rods 1964-65 Ranchero \$10., or brackets, rods and visors \$35. New lug bolts (4 bolt hubs only) hard to find \$2. each. Negative post battery switch (new) \$6. Original Falcon fuse box, with 6 inch color coded leads \$5. Light switch shaft, Black knob, mounting and bezel \$9. Glove box cables \$5. Pair. Striker plates 64-65 Front or Back doors \$5. each. New Hood or Trunk letters 1964-65 F, A, L, O \$2. each. Under dash Radio mount \$10. Tailgate Latches 64-65 Ranchero or Wagon \$10. pair Tailgate holder (not a cable) 1964-65 Ranchero or Wagon \$8. Heater control levers and 3 cables (complete) \$15. Door step moldings 30 inches long unknown year \$10.

-Continued on page 10

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Love at First Sight



It was "love at first sight" for me and the Falcon. Unfortunately, the Falcon wasn't for sale and when it went up for sale, I didn't have the money. Being broke didn't stop me from looking and wishing that I could afford the neat little convertible that needed lots of "TLC." The car sold and I put it out of my mind until a chance encounter the following year. I was looking for parts for another car in my hometown when I ran across the Falcon, less than five miles from my house.

It was literally "up on a shelf" in a house trailer that had been converted into a garage. The guy had ramped it up and it was at least six feet off the ground.

I was amazed to see it again and took my time looking it over. I told the owner that if he ever decided to sell the Falcon, to call me.

The following year, 1984, I picked up the paper and there it was, for sale again. I called the guy who I had only met once and gave him a super hard time about advertising "my car."

I had my brother-in-law drive me out with the idea of paying for the car and driving it home. Somehow I knew that the little car would run and would bring me home.

I spent the summer cleaning and tinkering and driving my newfound pride and joy. That December I brought the family Christmas tree home in the Falcon (it was a warm Christmas).

When a record cold snap dropped Indiana temperatures to 200 degrees below zero, the Falcon was sitting outside, and it



Feature Falcon

Don Rogers



“Somehow, I knew that the little car would run and would bring me home.”

started. It was the only car on the block that would run. I spent the morning jump-starting neighbors' cars.

The next February, I drove the Falcon to Indianapolis to the 500 World of Wheels Show. It was its first trip on the interstate and it handled the 150 mile roundtrip with ease. That was when I realized that standing around the car in the parking lot and answering admirer's questions was more fun than looking at expensive show cars.

The next summer, with parts and finances arranged, the Falcon's resurrection started. A high school friend of mine, Lewis Twibell, had a reputation in Hartford City of being "Mr. Ford." He patiently helped me with the mechanical and paint stripping to get the car ready for a repaint. Lots of stripping and sanding revealed some rust and lots of ripples. Another friend, Mike Rush, took over on the bodywork and final prep for paint. He painted the car inside and out and then we brought her home for reassembly.



—Continued on page 12

Classified Advertising (con't)

pair. Rear trim molding for 64-65 Futura (aluminum), gas cap hole in center \$40. ALL ITEMS PLUS SHIPPING. Call Ray at 505-524-3371 or 65falcon@zianet.com or P.O. Box 3, Fairacres, NM. 88033

C-4 automatic transmission, with rear crossmember to fit 1963-65 Falcon. With the C-4 are 302 block plate, 28 oz. flex plate, TCI 2000 rpm stall torque converter and 6-bolt smaller style bell housing. 6000 miles on the transmission rebuild. Has B&M shift kit, heavy duty clutch pack and TCI deep aluminum oil pan. Transmission is clean and spray painted with POR-15 Silver paint. \$450. Gene Heid, 419-562-4594. OH

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net. CO. 2019.

1962 Falcon 4 door parts. Body parts, transmission, all kinds of parts. Perry Lee, 860-568-1829. CT.

Large 25 year collection of good used parts for 1960 thru 1969. Hoods, \$75 to \$110. Doors, \$50 to \$75. Chrome moldings, \$5 to \$25. Many body and chassis parts too numerous to mention. Also some parts for Comets and Fairlanes. Don Branson, 636-228-4501 or dbranson@mail.win.org. 4097 Hwy T, Marthasville, MO 63357.

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Shop Manuals by Ford: 1960-63 \$34.95
1964-68 \$49.95 ea. 1969-70 \$59.95 ea. 1963
Owners Manual: \$14.95 Part Interchange
Manual: 1960-65 or 1963-70 \$39.95 ea.
Falcon 140 page Road Test book 1960-70
\$19.95 Hardcover Falcon history book
\$39.95 Alex Voss 4850 37th Ave. So. Seattle,
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Alex@books4cars.com

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www.jessersclassickeyes.com

Don't see your ad?

All classified ads must be renewed monthly to run in the next issue. No exceptions. Please let us know if your ad is a new ad or a repeat ad. See format guidelines on page 6.

If you have email access, PLEASE email your ad to the Editor. This saves so much time on this end! If you mail an ad with an email address in it (excluding photo ads), the ad will run, but the email address will not appear. Thanks!

Falcon



JAD90750WHT

'64 FALCON

1:24 DIE-CAST MODELS



JAD90749

From the Big Time Muscle collection come these new 1964 Falcon die-cast models. They feature opening doors as well as opening hoods and trunks.

Black JAD90750BLK

Blue JAD90750BLU

White JAD90750WHT

\$18⁹⁵ ea

Flat red or black with changeable wheels. You can opt for the Kustom set or the Pro Street style wheels with a high profile. Please specify color when ordering.

JAD90749

\$18⁹⁵ ea



'65 FALCON IOWA SHAKER 1:25 MODEL KIT

Kit features white and chrome plastic parts, decals and instructions. Paint and cement not included. *Limited quantities.*
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\$24⁹⁵ ea

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Feature Falcon

Don Rogers

—Continued from page 9

The Falcon turned out great. I ran Ford chrome wheels trimmed to match the side trim and it was often called a "GT Falcon." The car went to lots of small shows, and a few big ones. The Hot Rod Nationals in Indianapolis and the James Dean Run in Fairmount gave me a chance to show it off.

Disaster struck in 1990 when a split fuel line and a full tank of gas produced a fire which toasted the engine and front of the car. Good intentions led to a speedy engine rebuild and all new suspension, but the project got derailed and the Falcon sat for nearly ten years.

I finally paid a guy to put the engine back into the car. It would run, but had some problems I wasn't up to solving.

A new acquaintance, Steve Cress, had the stubborn determination it took to get the Falcon back on the road. Gas tank resealing, carburetor rebuilding, and dogged persistence soon had the Falcon purring through new dual exhausts.

Another car, the 1964 Comet Caliente V-8 convertible had been completed in the Falcon's downtime. It was a rust free California car that boasted a mild custom theme.

The Falcon is my sentimental favorite and I am glad to have it back. Currently, we are contemplating a three speed C-4 conversion and a fresh detailing.

The Falcon shows some use but wears it well. Most people think it is a slightly tired original rather than an extensive restoration car. I hope to drive it for a few more years before getting it back into show shape.

There is no doubt that the Falcon has built friendships. I still enjoy talking to the two past owners that I know. Everyone who has helped me over the years loves the car.

—Submitted by Don Rogers

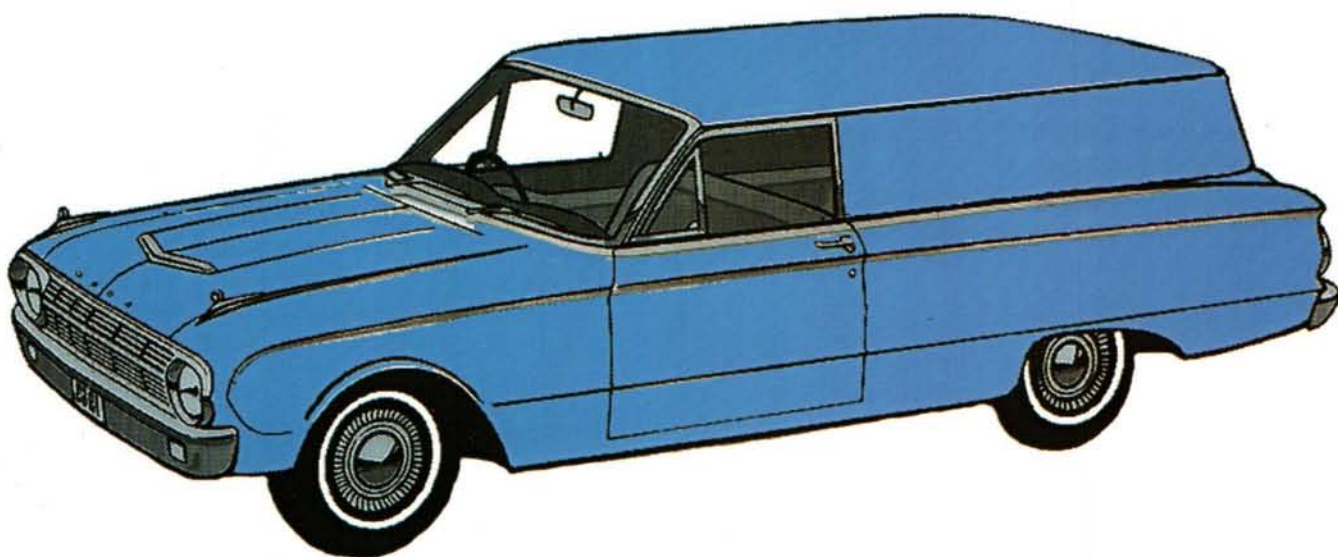




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Good afternoon, Ms. Crosby:

I am writing to explain why I joined the FCA as encouraged on page three of the September newsletter. It may take a long introduction, but I'll get to my point soon enough. Hopefully you'll find it worth the wait.

My father graduated from college back east in the spring of 1964. Later that summer he headed out west to pursue a Master's degree in Geology. He packed all his worldly possessions in the trunk of his brand new Ford Falcon Futura convertible (six cylinder). Within about a year he had met, courted and fallen in love with a local gal. They were married in 1967. A couple of years later I came along and he sold the Falcon to buy a 1969 Volvo coupe. Certainly with a family on the horizon, this was the smart thing to do and he's never looked back. Granted my mother, on rare occasion, would get that wistful look, grumble about the Volvo, which lasted for almost ten years (pretty good for a car made in 1969 and driven regularly in Michigan winters), and wish they still had "the pretty blue car."

My dad is going to retire next summer after over three decades as a Geology and Oceanography professor at the University of Michigan. About once a year for the past five years I've been with him when we pass by a Falcon. "Is that the same year as yours, Dad?" I'll ask. "No, that's a '65 because..." and he'll describe a difference in the chrome trim or seat stitching or who knows what. He's never hinted that he's missed the Falcon in nearly 40 years. But he clearly remembers every detail about his car. His retirement and 65th birthday both come next June.

I want to give him a 1964-65 Falcon convertible for his birthday. A V8 is preferred but any drivetrain in a rust free driver will do; I am not looking for a concours car or hot rod. It's internals need not be numbers matching or completely stock. My hope is that the FCA will be able to advise and help me find a good car for my father.

All my best,
Greg Rea

P.S. I'm a car guy myself and I definitely don't shy away from getting my hands dirty. My particular version of this sickness found me from across the Atlantic where Munich's finest are built. I have an 1986 635CSi turbocharged toy and a 1989 735i daily driver.

EDITOR'S NOTE: Greg, Welcome to the FCA and the very best luck in your search for a Falcon for your dad. What a great idea to give him his old Falcon! I suggest you check out the Classified ads in each issue, there are all types of Falcons for sale, with new ones added monthly. And place a "Falcon Wanted" ad for yourself—it's free! Please be sure and take pictures when you present your dad with his Falcon, all FCA members would love to see the look on his face.

Reference: 1963-64 Falcon Models seen in October 2006 issue.

There are many website suppliers of diecast Falcons. For example, all available Falcon diecast models I know of are shown at the following website link:

<http://www.diecastauto.com/catalog/index.php?cPath=2&sort=2a&page=4&osCsid=7ebf0f2be3716e6074e42612bbac811d>

The ad in *The National Falcon News* offers 1963½ 6-cylinder Futura hardtops and 1964 V-8 Sprint hardtops. I purchased a 1963½ hardtop (as shown in the Dearborn Classics ad on the back cover of October 2006 issue)—the quality and detail are very good.

Please note that a 1963½ V-8 Sprint Convertible is also available, made by a different manufacturer (available in red or white). I also purchased a 1963 Convertible and found that although it was described as a "Futura" on the above website, and even on its box and plastic stand, it is actually a 1963½ V-8 Sprint in all detail, except for the basic Futura hubcaps (Sprint details include front fender emblems, dash mounted tachometer, wood grain steering wheel, rear lettering is "Falcon" rather than "Futura," Sprint decals on chrome valve covers, and chrome air cleaner). The quality and detail of the convertible are excellent, even better than the hardtops. Hopefully your advertisers will add the 1963 Sprint convertible to your diecast model Falcon offerings!

As a Falcon owner since 1963, and member of the Falcon Club of America, I wanted to share this information with others who may be interested in Falcon model cars. I won my new 1963 Futura convertible in a model car design/build contest at the age of 16, and still have it today (darn, that Falcon is getting old!)

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Indy Individuals

Butch Evans

Butch Evans of Thomasville, North Carolina found this 1965 Sedan Delivery in Tucson, Arizona three years ago. He drove

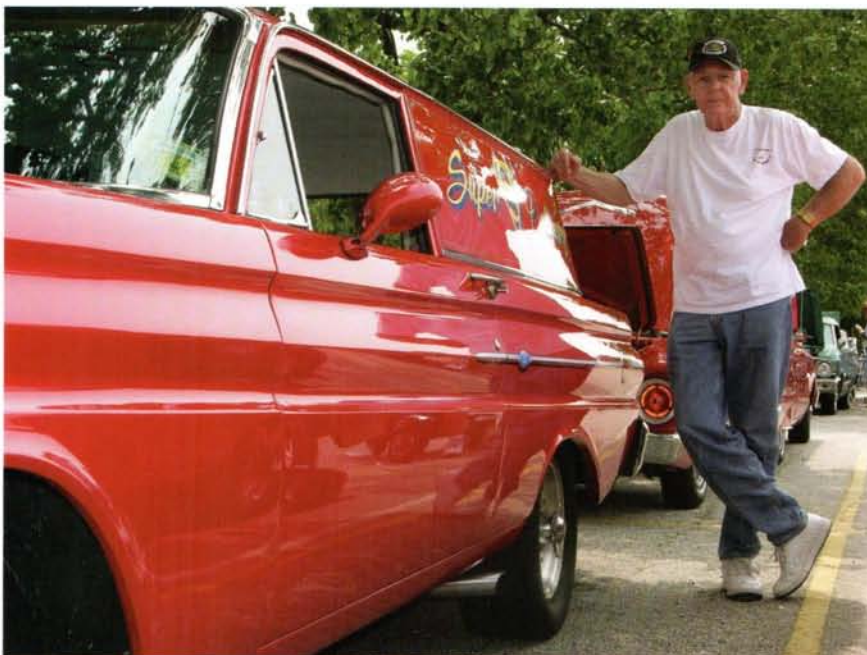
it home from Tucson in 44 hours and he continues to "drive it everywhere."

In that three years, the Sedan Delivery has been completely redone; repainted, new upholstery and wheels. It has a C-4 transmission and a 289 V8.

The striking paint and graphics are by Jim Norris of Wallace, South Carolina. Look closely at the "chrome" and Ford emblem—they are painted! Hard to believe, even standing by the car looking closely! All the rest of the mechanical and restoration work was done by Butch.

Butch and his wife, Lynn Fitzgerald, have made the rounds to Good Guys shows in Texas, Pennsylvania, Daytona,

—Continued on page 20



"Chrome" and Ford emblem are painted on, not trim pieces! Very difficult to tell.



Super



Sedan Delivery



What Makes A Good Filter?

Engine oil filters have one purpose in life: to filter out the particles that enter the oil so that they don't act as abrasives when the oil recirculates. The filter is a cellulose (paper) or synthetic media that is usually contained in a steel can. The front of the can typically has a threaded center with surrounding holes. Oil enters through the surrounding holes, passes through the filter media, and exits through the threaded center. The filters usually screw right onto the engine block using an O-ring gasket to prevent leakage. Many filters have an anti-drainback valve to prevent dirty oil from backwashing back into the oil pan. They also have a pressure relief or bypass valve that will allow oil to bypass the filter element in the event that it becomes too plugged to pass enough oil. This prevents engine oil starvation and the possibility of destroying the element, possibly causing pieces of it and the junk it filtered to enter the engine. Also, when the oil is cold and very thick, it will tend to bypass the filter through the pressure relief valve because it cannot pass through the element until it thins out somewhat. If it did not do this, the filter element media would tear open.

A good filter has a strong steel can to withstand the high oil pressure (60-80 psi when cold), an anti-drain back valve that actually works without creating too much backpressure, a pressure relief valve that doesn't leak, and a strong paper element and cap that can withstand the pressure and flow of oil without falling apart. The element media has to be able to trap small particles, but without restricting the flow too much. Cellulose (paper) media is used on economy filters and works OK. The fibers in the paper act as a mesh to block particles down to a certain average size, while allowing the oil to pass through. Some manufacturers add other media, such as cotton, to the cellulose to improve its performance. There is synthetic fiber media for the high-end filters that has smaller passages to trap smaller particles, but can pass more fluid through it because it has more of them. There is also media that is a blend of these two. There are also "depth" filters that are usually made of synthetic material that has a passage size gradient to it. In other words, the deeper into the element the oil goes, the smaller the passages get. This way, large particles are trapped in a different spot than small particles, which allows the filter to hold more particles before it "blocks" (becomes too restrictive).

All filters have to undergo SAE (Society of Automotive Engineers) tests to prove that they meet the engine manufacturer's requirements. The SAE J806 test uses a single-pass test, checking for contaminant holding capacity, size of contaminant particles trapped, and ability to maintain clean oil. As an amendment of the J806 test, the multi-pass test also looks for filter life in hours, contaminant capacity in grams, and efficiency based on weight. The efficiency of the filter is determined only by weight through gravimetric measurement of the filtered test liquid. Typical numbers for paper filter elements are 85% (single pass) and 80% (multi-pass). A new test, the SAE J1858, provides both particle counting and gravimetric measurement to measure filter capacity and efficiency. Actual

counts of contaminant particles by size are obtained every 10 minutes, both upstream (before the filter) and downstream (after the filter), for evaluation. From this data filtration ratio and efficiency for each contaminant particle size can be determined as well as dust capacity and pressure loss as a function of time. Typical numbers for paper element filters are 40% at 10 microns, 60% at 20 microns, 93% at 30 microns, and 97% at 40 microns.

Recommended Filters

Based on the simple criteria above and the information I gathered in the **OIL FILTER STUDY** (<http://minimopar.knizfamily.net/oilfilterstudy.html>), I have found some filters that are readily available and are of good quality in my opinion. I have disassembled many filters and made observations and measurements on them. Sadly, some of the most common and popular filters don't cut it in my book. Those filters are described in the next section. The filter names are also links to the Oil Filter Study page (<http://minimopar.knizfamily.net/oilfilterstudy.html>), which gives the intimate details of that filter in the Ford 5.0L V8 version. You will find all the hard data for these filters there. What follows are filters that I recommend in alphabetical order:

AC DELCO ULTRAGUARD GOLD This filter appears to be a Champion Labs filter. This is not surprising given that Champion Labs also manufactures other AC Delco filters for some European vehicles. See the *German Oil Filter Study* at <http://minimopar.knizfamily.net/oilfilterstudy-german.html>

AMSOIL No real information yet. I have cut it open and it looks like a very nice filter. The manufacturer appears to be the same as Baldwin. I am not sure they are worth the rather high price (over \$10 shipped).

BALDWIN They look like tough filters inside. Similar design to the Hastings and Amsoil. These are the filters I have been using lately.

BOSCH This is yet another Champion Labs filter that is sold at AutoZone. I am not a big fan of Champion filters. They seem flimsy on the inside to me.

CAR AND DRIVER This is a Champion Labs filter that is sold at Target.

DEUTSCH This is a Champion Labs filter that is sold at AutoZone.

FRAM TOUGH GUARD Even with all the problems of the other Fram filters, this one is not too bad. It has a heavier filter element with more surface area, a silicone anti-drainback valve, the cheap pressure relief valve, but with a clever integral screen to keep out large particles, and enough inlet holes for good flow. The only other drawback to this filter is that it is capped on each end with cardboard instead of metal. Looking in through the center outlet does not reveal any paper end caps, but they are there. I personally do not use this filter, but the design didn't have enough bad qualities to cause me to tell others to avoid it.

HARD DRIVER This is one of the few oil filters that uses a synthetic filter element. It has a dual-density layering "depth" filter element. The construction of the filter is what you would expect from a quality filter with steel filter element caps and special epoxy-coated steel mesh retainers to keep the element from flexing. It also has a good flowing, strong steel case and a zinc-coated backplate to prevent pre-installation corrosion. I have disassembled but have not measured this filter. I used these for a few years with no problems until they seemed to go out of business.

MOBIL This filter is made by Champion Labs and uses a synthetic fiber element that can filter out very small particles. It is rated by the manufacturer at just under the Purolator Pure One as far as filtering capability, but is still very much above conventional paper filters. It also has a very strong construction to withstand high pressure spikes during start-up. Given the choice between the Purolator Pure One and the Mobil 1 filters, I would

choose the Mobil 1 because of the restriction concerns of the Pure One. However, as with all Mobil 1 products, expect to pay 2–3 times as much for this filter. I have seen this filter sold at AutoZone and K-Mart and used them a few times, but I feel they are not worth the money.

Though I have never had problems, I have received feedback from a few people that these filters may leak at the base. It seems that the seal between the backplate and can may burst under high pressure (at startup). These were on Ford engine applications.

MOPAR FILTERS These filters are Frams, Purolators, or Wixes. Mopar does not manufacture its own filters, nor do they require anything special from these manufacturers. Since they basically paint them a different color, stamp them with a Mopar logo, and double the price, there is no reason to buy them. Sadly, the Mopar Severe Duty 53020311 filter is actually the worst filter of them all. It is a **FRAM EXTRA GUARD**.

MOTORCRAFT The one I opened seemed to be a Purolator hybrid. It had the Premium Plus case (anti-drainback valve, gasket, etc.), but with what appeared to be a Pure One filter element. This was a cheap way to get a Purolator Pure One. It is sold at many locations including AutoZone, Pep Boys, etc. I have heard from several people that Motorcraft seems to switch between Purolator and Champion Labs as the manufacturer so be observant.

NAPA They sell two lines of oil filters: NAPA Silver and NAPA Gold. They are both made by Dana (Wix) and there is no obvious difference between them. They may have different elements, but NAPA does not state that this is the case.

POWERFLO This is a Purolator Premium Plus that I have seen at Murray's Auto Supplies.

PROLINE This is a Purolator Premium Plus that I have seen at Pep Boys. Pep Boys also sells the Purolator Premium Plus brand, which is pretty dumb (to be selling both).

PUROLATOR PREMIUM PLUS The Purolator is a solid design. It seems to have one of the tougher paper filter elements of the low-end filters and the bypass valve is built right into the cartridge. There are no internal sealing problems with this filter at all. There is an assembly string that is wrapped around the filter element, probably to hold it in place while the glue cures in the end caps. In the **PROLINE** (<http://minimopar.knizfamily.net/oilfilterstudy.html#proline>) (one of the Purolator clones), the string was wrapped too tightly and had damaged the filter element. All the other Purolator-made filters (8 in all) had no trouble, and even the damaged one would probably have been fine. I usually go with these in a pinch.

PUROLATOR PURE ONE This is an interesting filter design made by Purolator. Most of the construction of the Pure One is the same as the Purolator Premium Plus. The big difference is the filter element itself. It has a dense paper/fiber filter element that can filter very small particles. The result of this is cleaner oil exiting the element, but more oil restriction. Purolator addressed this by adding more filter material (more and deeper pleats). After seeing one of these filters cut open, I am apprehensive about this filter. It seems to have so many pleats that it is almost a solid chunk of filter element. It seems like it would end up restricting the flow, more than anything. Purolator has plenty of data on the filtration abilities of this filter and I don't doubt it, but they have no flow data. Even so, I don't see any major problems with this filter. It also sports a silicone anti-drainback valve and a PTFE treated nitrile rubber gasket.

STP This is a Champion Labs filter that I have seen at AutoZone and Wal Mart. Another quality oil filter similar in design to the Purolator. It has metal end caps on the filter element, a standard nitrile anti-drainback valve, and a seemingly good flow. They are manufactured by the Dana corporation. These appear to have a depth gradient filter element, which uses cotton fibers to progressively trap smaller particles as they get deeper in the filter. This helps maintain good flow as the filter gets plugged.

Filters To Avoid

The following list of filters have known problems. You will see well-known names here and will probably be disappointed. This is because many of these brands have stopped making their own filters and buy from a common manufacturer.

FRAM EXTRA GUARD Years ago Fram was a quality filter manufacturer. Now their standard filter (the radioactive-orange cans) is one of the worst out there. It features cardboard end caps for the filter element that are glued in place. The rubber anti-drainback valve seals against the cardboard and frequently leaks, causing dirty oil to drain back into the pan. The bypass valves are plastic and are sometimes not molded correctly, which allows them to leak all the time. The stamped-metal threaded end is weakly constructed and it has smaller and fewer oil inlet holes, which may restrict flow. I had one of these filters fail in my previous car. The filter element collapsed and bits of filter and glue were circulating through my system. The oil passage to the head became blocked and the head got so hot from oil starvation that it actually melted the vacuum lines connected to it as well as the wires near it.

FRAM DOUBLE GUARD Another bad filter idea brought to you by your friends at Fram. The filter itself is a slightly improved design over the Fram Extra Guard, but still uses the same filter element. It has a silicone anti-drainback valve, a quality pressure relief valve, and enough inlet holes for good flow. The big problem is that they are trying to cash in on the Slick 50 craze. They impregnate the filter element with bits of Teflon like that found in Slick 50. As with Slick 50, Teflon is a solid and does not belong in an engine. It cannot get into the parts of the engine that oil can and therefore does nothing. Also, as the filter gets dirty, it ends up filtering the Teflon right out. Dupont (the manufacturer of Teflon) does not recommend Teflon for use in internal combustion engines. Please do not waste your money on this filter.

PENZOIL This filter is a Fram! It is the exact same design as the Fram Extra Guard filter and it is junk. On the up side, it costs \$1 less than the Fram version.

QUAKER STATE This is another Fram Extra Guard that I have seen at K-mart. It used to be a Purolator, but Quaker State is now owned/controlled by Penzoil.

—Gleaned from the Internet by Reba Schweitzer, Editor of the Arizona Chapter Newsletter, The Desert Flyer. Reba is a frequent contributor to The National Falcon News.

The Editor/FCA assume no responsibility for the accuracy of the information contained in Tech Tips. Have a Tech Tip? Send it to the Editor at the address on page 3.

Super



Sedan Delivery

-Continued from page 17

Nashville, along with other local car shows, and Falcon National Meets.

Butch and his buddy, Wayne Cannon (think Cannon sheets) of Kannapolis, North Carolina were relaxing in the parking lot when I spotted this meticulous and unusual Falcon. Wayne is the Vice President of the Carolinas Chapter. He has a two door Falcon wagon that he bought in 1964. Hopefully, he will send in some photos and a story to *The National Falcon News* soon so we can have a look at it as well.

Butch and Wayne also showed off the Bonanza, originally a two wheeled scooter bike that Butch found in Greensboro. He found a matching wheel and made it into a three-wheeler, with cooler, to cruise around in at car shows. It stashes easily into the back of the Sedan Delivery, along with everything else that Butch needs to enjoy and relax at the car shows.



Wayne Cannon, Carolinas Chapter Vice President, relaxing on the three-wheeled Bonanza scooter. Wayne has a 2 door Falcon wagon that he bought in 1964. Let him know that he should send his story in to *The National Falcon News*!



Wayne and Butch pose together on the Bonanza. I had to talk them into doing this!

Editor's Note: This is the sixth in a yearlong series of articles of FCA members and their Falcons, photographed and interviewed at the 27th National Falcon Convention in Indianapolis in July 2006. There were so many nice Falcons, and so many nice people, that the Editor went on a weekend long quest for photos and stories of members and their cars, a very rewarding and satisfying process. If you and your Falcon were not part of the Indy Individual series, there's still another chance! Coming up in July is the 28th National Falcon Meet in Bloomington, Minnesota. This could be your chance to have your very own **Minnesota Moment**.

The Editor will be photographing and interviewing again for the entire weekend for another series of articles to run in *The National Falcon News*. Interested? Email me and let me know you will be there and are interested in an interview and photo shoot. I will make a list of names (include year and model of Falcon) and I will try to look you up. Or just flag me down at the show, I'll be the one with camera and notepad! It would also be very helpful to have your Falcon's specs written up (year, model, paint color, engine specs, custom items, extras, etc.) Everybody knows girls aren't real hip to all that stuff (at least *this* girl) and that way I can make sure to get it right. See you in Minnesota!



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1964 Falcon, Ranchero

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UP103B	64 Falcon Hardtop Bucket Seat - Front/Rear	set	449.95
UP103BB	64 Falcon Convertible Bench Seat - Front/Rear	set	449.95
UP103C	64 Falcon, Ranchero Bench Seat Cover-Black	ea	279.95

*Two Tone colors are an additional charge, please call for pricing.

1965 Falcon, Ranchero



Available Colors: 1965 Falcon, Ranchero Soft Trim

Black, Red, Palomino, Ivy Gold, *Two Tone Turquoise, *Two Tone Blue

DPA103D	65 Door Panels - Fronts	pr	249.95
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DPA103DH	65 Hardtop Door Panels-Rear	pr	69.95
UP105	65 Hardtop Bench Seat - Front/Rear	set	379.95
UP105B	65 Hardtop Bucket Seat - Front/Rear	set	379.95
UP105BB	65 Convertible Bench Seat - Front/Rear	set	379.95
UP105BC	65 Convertible Bucket Seat - Front/Rear	set	379.95
UP105C	65 Bench Seat Cover	ea	229.95
UP105D	65 Bucket Seat Cover	pr	229.95
UPE101	64-65 Falcon, Ranchero Seat Emblem	ea	24.95
RQT64X	64 Falcon Quarter Trim	ea	59.95
RQT65X	65 Falcon Quarter Trim	ea	59.95
CTB101	64-65 Falcon Convertible Top Boot	ea	149.95
CWL101	64-65 Falcon Well Liner	ea	63.95

All new style Ford hats are available in several styles and colors. Check out our new styles for your collection!

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HAT185 Ford Mesh Hat - Blue, Tan or Black



HAT179 Ford Racing Custom Hat - Black with : Blue, Gray or Bone

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MD63X	63 Falcon Model (White or Brown)
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The Chronicles of Sven and Ole

Visit the Northland Chapter's website, www.northland-falcons.com, and follow the adventures of Sven and Ole as they prepare for the 28th National Falcon Convention to be held in their neck of the woods:

MINNESOTA!

Don't waste any time in registering for the event. Use the form on the front jacket of this issue!

www.northland-falcons.com

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The Falcon Club of America.**

CALENDAR OF EVENTS

37TH ANNUAL FLEA MARKET/CAR SHOW

At the Fitchburg, Massachusetts Airport. Sunday April 15, 2007. Take route 13 from route 2, (EXIT 32) follow signs; the site is 13 miles west of Rt. 495. Admission \$5.00, children free, 8:00AM-1:00PM. 20x20 space, rain or shine, all outdoors, \$30.00 pre-registration, \$35.00 at the gate. Toy vendors welcome. Vendor registration package: Early Ford V8 Club N.E., C/O 4983 Jericho St., White River Junction, VT 05001. Necessary calls; V8 hotline@781-272-1114. V8f1earnmarket@yahoo.com

ALL FORD SHOW

May 20, 2007 in Olathe (Kansas City area), Kansas. Sponsored by the Mid America Chapter More info: 913-592-3571

BLUEGRASS CHAPTER REGIONAL MEET

May 25-26, 2007, Louisville, Kentucky. Use the registration form in this issue to register! More info: 503-231-8785

28TH NATIONAL FALCON CONVENTION

July 12-14, 2007 in Bloomington, Minnesota. Hosted by the Northland Chapter, FCA. Mark your calendars for the National Meet to be held in beautiful Minnesota! The Northland Chapter has plenty of family friendly fun lined up. Use the registration form in this issue to register now! Information: www.northland-falcons.com.

44TH ANNUAL DAS AWKSCHT FESCHT, MACUNGIE, PA

This three day show, the first weekend in August, with over 3000 cars, is one of the largest antique and classic car shows on the east coast. This year the Ford Falcon is the feature car! Call or email Bruce Wolfe for information for FCA members to display their Falcon for just \$10.00 for all three days, 717-469-7252 or afalcon@paonline.com.

The organizers of this meet always promote a "Feature Car". In 2007, the Ford Falcon will be the feature car. About 12 of the feature cars are displayed in a 40 x 100 tent. The cars are displayed with lots of memorabilia There will also be a large display of Falcons outside the tent. The Keystone Chapter is subsidizing the daily \$10. registration. Hopefully this will produce a lot of Falcons for the Feature Car Display.

IMPORTANT!

Not receiving your newsletter?

Address changing?

**Contact Ruby Throgmorton,
Correspondence Secretary
for all membership issues.**

Her info on page 3.

WIN, PLACE or SHOW --- Come run with us!
Falcon Club of America "Spring in the Bluegrass" 2007 Regional Meet
Hosted by Bluegrass Chapter in Louisville, Kentucky - May 25th & 26th, 2007

Hotel: Holiday Inn - Louisville South, 2715 Fern Valley Road, Louisville, KY 40213 (Exit 128 off I-65)
 Room rate: \$79.00 + tax per night. Room block cut-off date: May 8, 2007.
 Call (502) 964-3311 or 1-800-HOLIDAY for reservations.

Name _____ Spouse/Guest _____

Address _____

City _____ State _____ ZIP _____

Phone (____) _____ Email _____

Chapter _____ Will you be bringing a trailer? _____

YEAR _____ MODEL _____ BODY STYLE _____ CLASS _____

Classes: Stock, Modified, Daily Driver or Diamond in the Rough

	Before 4/15/07	After 4/16/07	Qty.	Amount
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No Vehicle	\$10	\$15	_____	\$ _____
Swap Space (1 parking space)	\$10	\$15	_____	\$ _____
Event T-shirt	\$15	\$18	S _____ M _____ L _____ XL _____	\$ _____
Event T-shirt	\$18	\$20	XXL _____ XXXL _____	\$ _____
Banquet (Adult)	\$25	\$30	_____	\$ _____
Banquet (Children 13 & under)	\$12	\$15	_____	\$ _____
TOTAL DUE				\$ _____

Make checks payable to: Bluegrass Chapter FCA

Mail registration and payment to:
 Bluegrass Chapter FCA
 Angie Daugherty, Treasurer
 7004 Outer Loop
 Louisville, KY 40228

For more information:

www.bluegrassfalcons.com

Dale Daugherty (502) 231-8715 drdwolfe@bellsouth.net

B.J. Smith (502) 550-8841

Vickie Grassman (502) 243-0445 hotrodchick@insightbb.com

Liability release must be signed to complete registration:

It is understood that the Falcon Club of America and the Bluegrass Chapter FCA assume no responsibility for loss or damage of car or property during this event.

Signature _____ Date _____



Editor's 1962 Falcon Sedan Daily Driver
New engine and transmission—on the road again!
Read about the Indy Individuals who made it happen in March issue!